

Fig.1

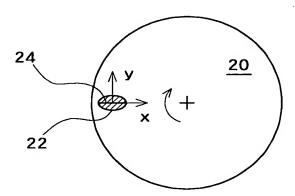


Fig.2

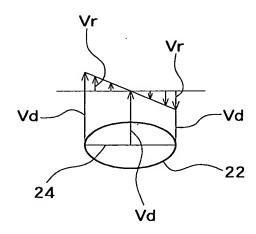
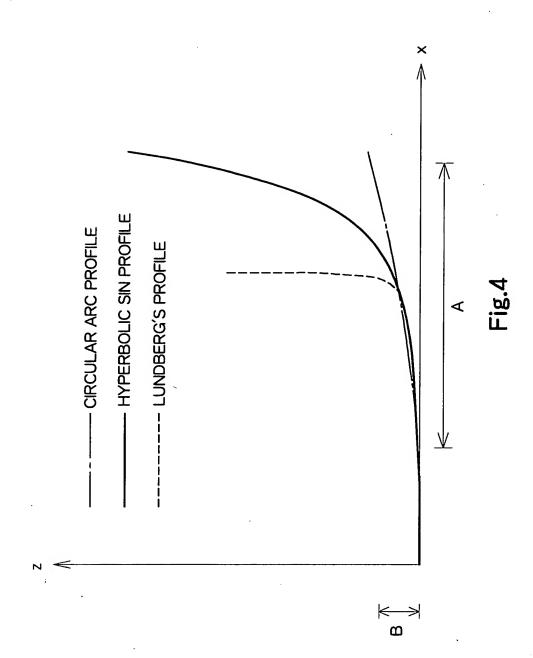
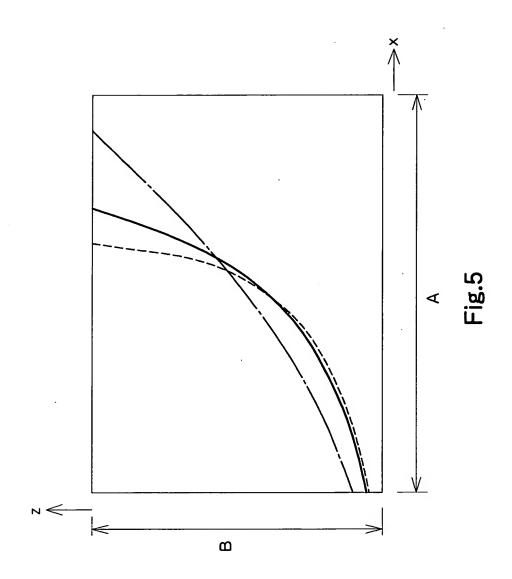


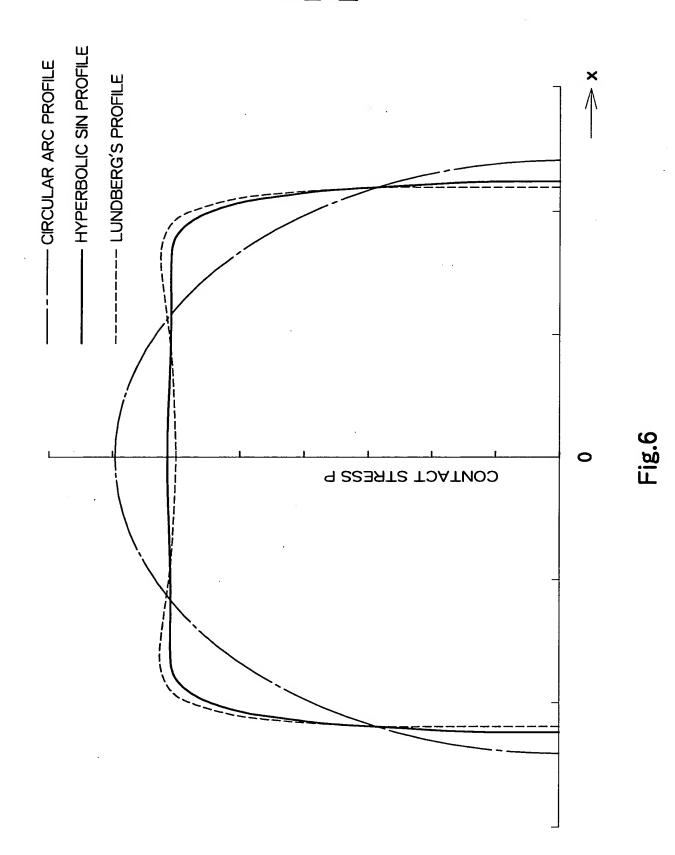
Fig.3

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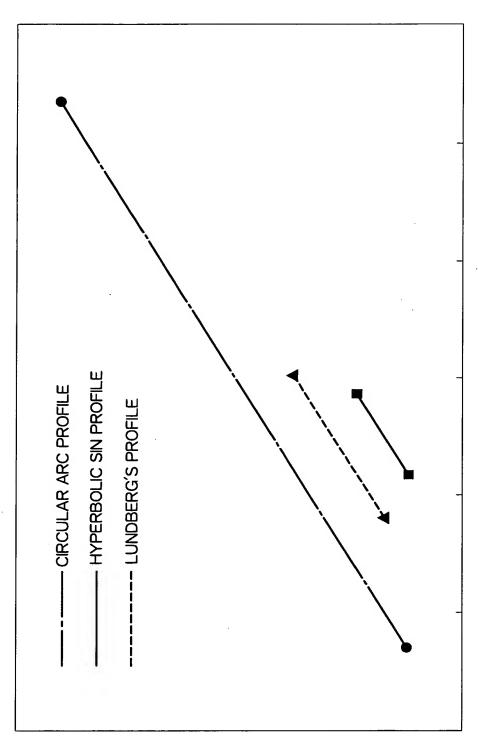
OBLON, SPIVAK, ET AL DOCKET #: 219315US2 INV: Tomohiro SUZUKI, et al. SHEET \_3\_ OF\_21





OBLON, SPIVAK, ET AL DOCKET #: 219315US2 INV: Tomohiro SUZUKI, et al. SHEET 4\_ OF\_21

## MAXIMUM CONTACT STRESS



TRACTION COEFFICIENT

Fig.7

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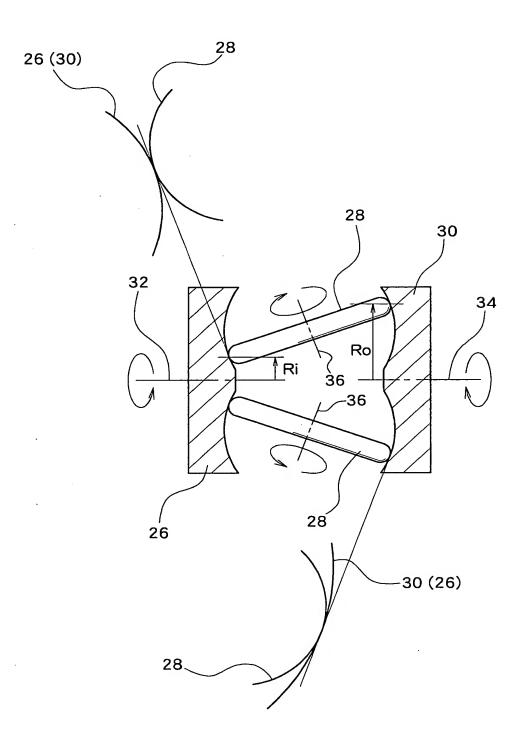


Fig.8

OBLON, SPIVAK, ET AL DOCKET#: 219315US2 INV: Tomohiro SUZUKI, et al. SHEET \_7\_ OF\_21\_

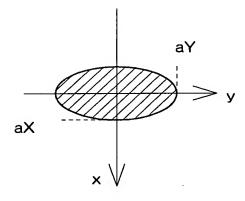


Fig.9

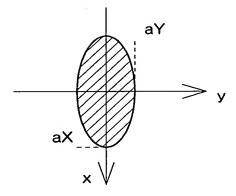


Fig.10

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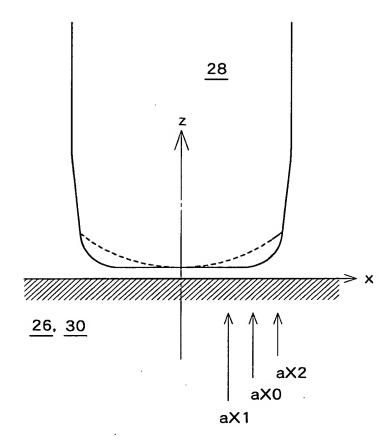


Fig. 11

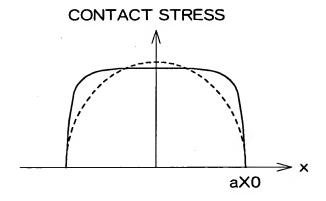


Fig.12

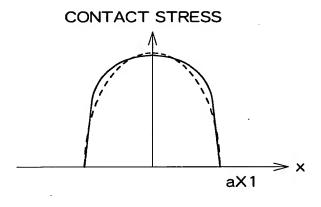


Fig.13

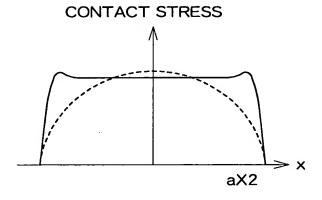
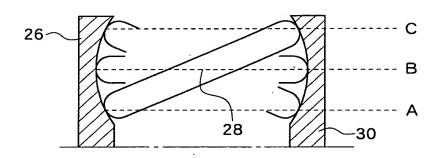
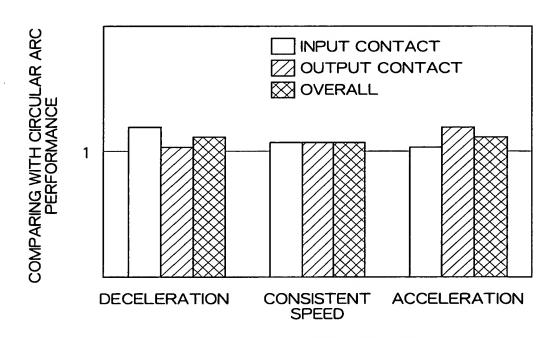


Fig.14



SPEED CHANGING STATE	INPUT CONTACT	OUTPUT CONTACT
DECELERATION	Α	С
CONSISTENT SPEED	В	В
ACCELERATION	С	А

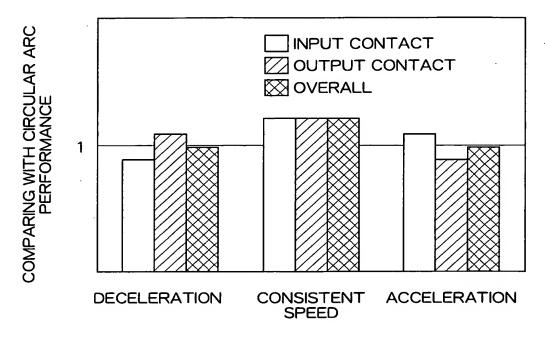
Fig. 15



SPEED CHANGING STATE

OPTIMIZED AT INNERMOST POSITION(A)

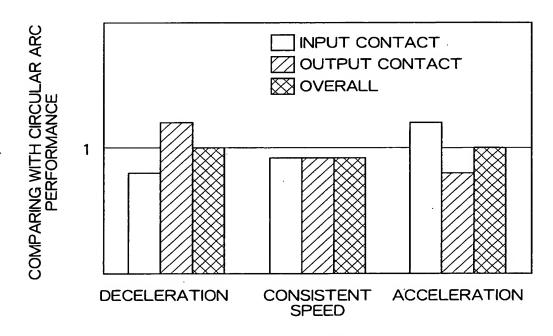
Fig.16



SPEED CHANGING STATE

OPTIMIZED AT NEUTRAL POSITION (B)

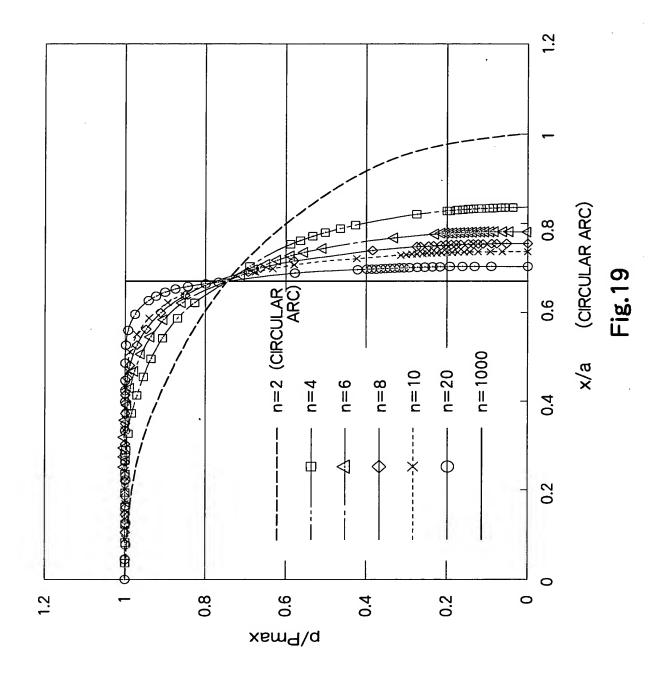
Fig. 17

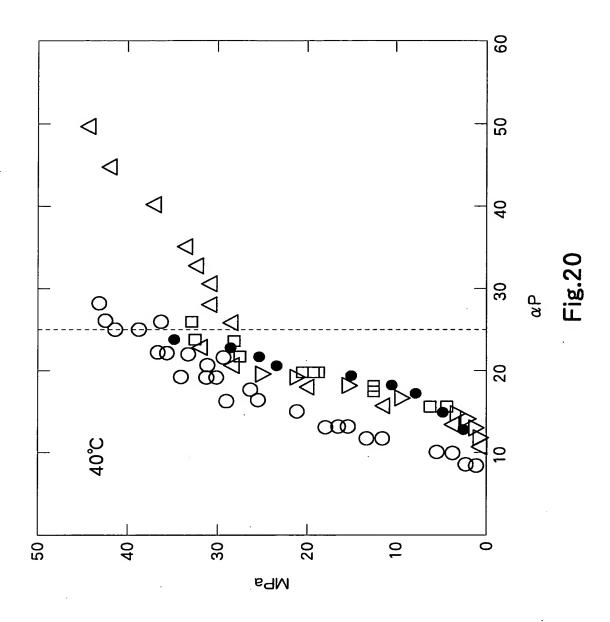


SPEED CHANGING STATE

OPTIMIZED AT OUTERMOST POSITION(C)

Fig. 18





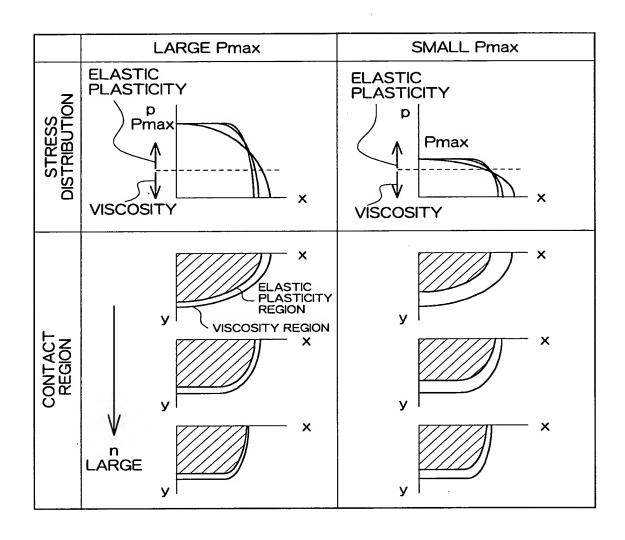


Fig.21

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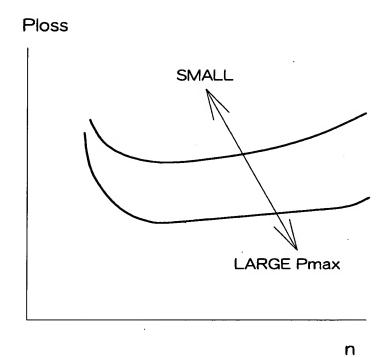
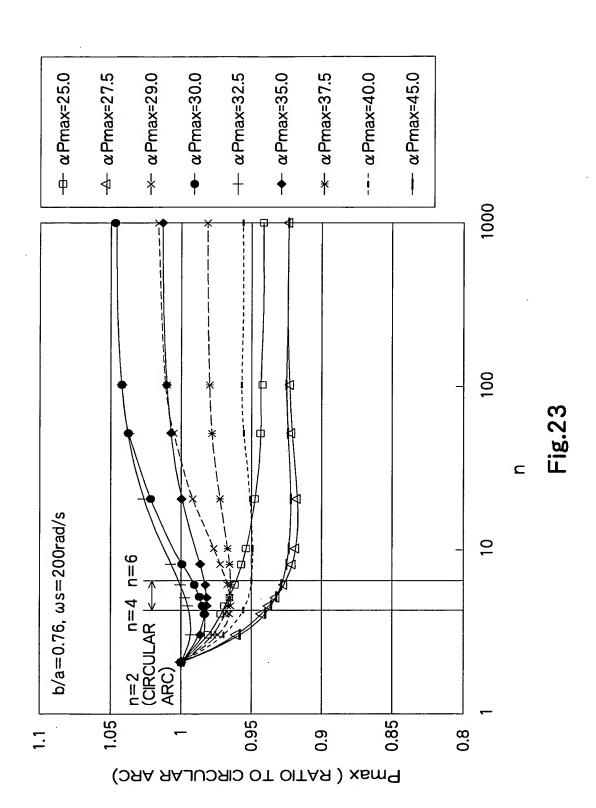
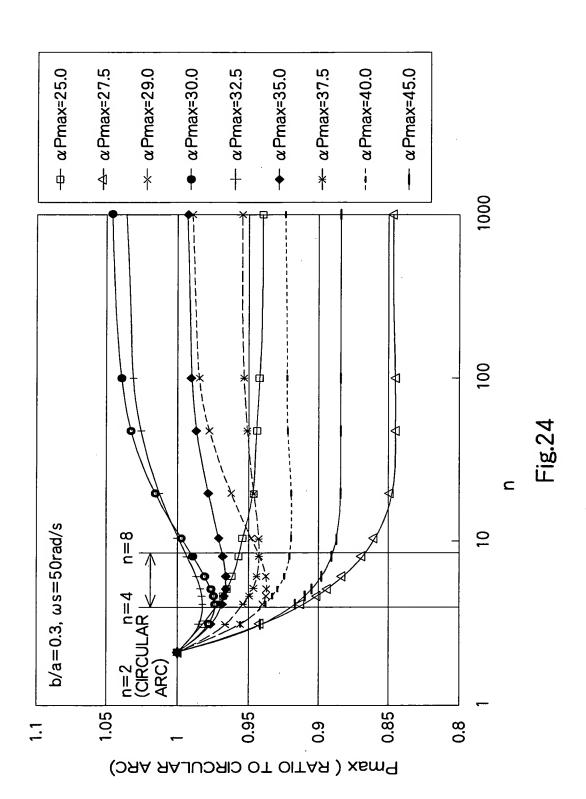


Fig.22



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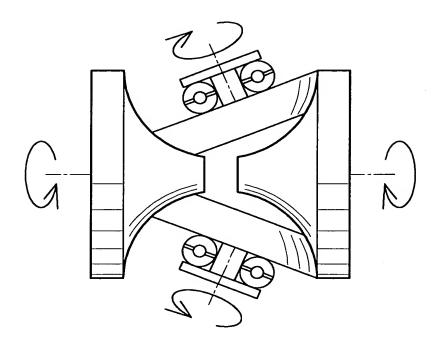
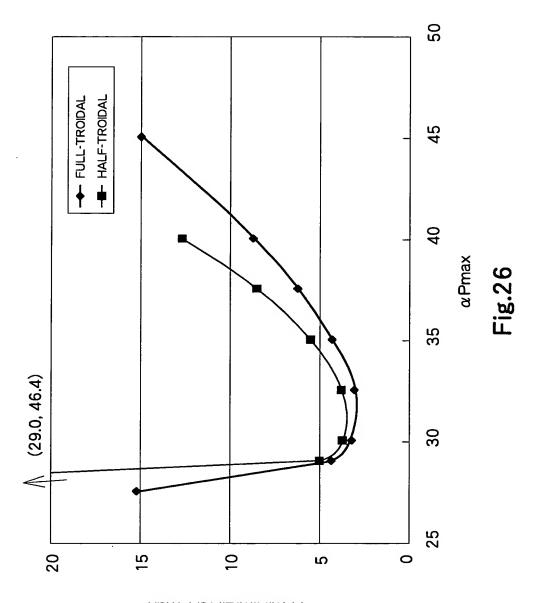


Fig.25



N MINIMIZING Pmax

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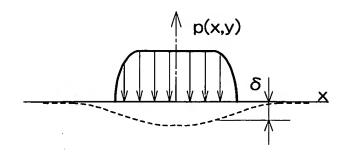


Fig.27A

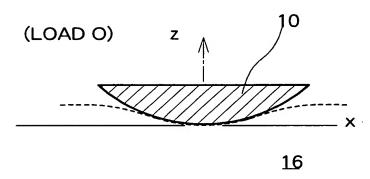


Fig.27B

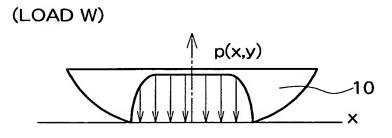


Fig.27C

<u>16</u>

